

# Aruba Esso News

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## A Look At Economics

### Lago, The World, And Oil

If a man can go into a store and buy something for two guilders, he's not going to another store and pay five guilders for the same thing. If a man has been dealing with a grocery store, and another store lowers its prices, the man is going to the second store to buy his food, a place where it doesn't cost as much.

Instead of thinking of men and grocery stores, begin to think of oil companies and the big companies all over the world that buy oil. Or better yet, think simply of Lago and how the company fits into the oil business.

Our business is to refine crude oil and to sell it. The reason people bought Lago oil is because it was cheaper than other oil. The reason it was cheaper is that our costs were low compared to the costs of other refineries, even though Lago enjoys a high wage rate.

The amount of money we charge for our product is this: the cost of the oil to us, PLUS the cost of refining (and that includes payroll, benefits, taxes and a lot of the other things that mean expenditures of money), PLUS the cost of transportation, PLUS a return on investment—earnings for the people who own the business.

Now here's a big company in, let us say, Holland. They want to buy 20,000 tons of fuel oil for their boilers. They say: "Alright, we can buy that from Lago, 4000 miles away, because it's cheaper than any other company's." So they buy it from us.

Now, a new refinery is built in Rotterdam, and the people who run it look around to see where they can sell THEIR refined products. So they see Mijneer X's factory; and they go to him and say "Look: we can sell you that oil cheaper than Lago. Why don't you buy it from us?" And Mijneer X says: "How?" So they tell him: "Ours is a newer refinery than theirs... our costs are lower... and besides, we are neighbors. All we have to do is unload the crude oil, run it through our plant, and send you what you want."

#### Mijneer X, A Business Man

Mijneer X, a business man, knows this: if he can buy oil cheaper, it will lower his costs. And when he lowers his costs, it means he can lower the price of his product. And when he lowers his price, he increases his sales... in short, he becomes COMPETITIVE.

That's the way business works in a free enterprise system. "Enterprise" means the man with ideas can put them into effect in his business. "Free" means that there are no strangling regulations and rules placed on him, except those of honesty, fairness and full measure of goods or services.

The man who can manufacture, bring to market and sell something better and cheaper than somebody else is going to be a success. And the way he does it, as we have seen, is by lowering his costs.

All right, what does this mean to Lago and the oil business, and to the workers at Lago?

A few years back, there was not enough oil produced to fill the needs of everybody who wanted it. Today demand is still ahead of supply, but not by much. Buyers today can shop around for the best price.

What makes that doubly critical for us is that in Europe, where a lot of our products go, refinery after refinery is being built, and with each barrel of finished product they turn out, Lago's market suffers a little more. Wages in some refineries are roughly half of what ours are. It's easy to see why it is getting harder to stay competitive.

The fictional businessman we just talked about, Mijneer X, knows the facts of economic life; so do the new refineries in Europe.

So does Lago.

Ignoring a fact won't make it go away. You can't keep saying to yourself, "I don't have a broken leg" and expect to run on a leg that is fractured in two places. Neither can anybody keep saying "everything's fine—Lago's making money and it always will" when, as a matter of record, Lago is fighting the fight of its 30 year life. And the issue is, if Lago wins, everybody wins, and if Lago loses, everybody loses.

#### If Lago Loses

It doesn't take an economist or a lawyer or a financial wizard to guess what could happen if Lago loses. And only a man with an empty head believes there is no fight for survival.

No one has a greater stake in the future of this plant than the ordinary employee, wearing his safety hat, working his eight hours, and going home at night.

An oil refinery is not like the brook in the poem—the one that goes on forever. Not long ago there was a picture in the Esso News of the old Eagle works in New Jersey that found itself losing the very fight Lago is in now: it closed down.

Recently the Esso refinery in Bayonne, faced with intolerable costs in the form of increased taxes, has considered closing down entirely.

Two years ago the Tidewater Oil Company shut down its Bayonne plant and moved to another city and state where operations would be more economical.

So it's not unheard of for a refinery to close down and move.

Lago is competing with plants all over the world: new plants that have all new devices and techniques to produce easier and cheaper, and old plants that have pared overhead costs down to the bone in a major effort to stay competitive.

What happens to Lago and its place in the oil world depends not only on the Board of Directors but also on the man running a still, and driving a truck—the welders, machinists, wharfingers; the clerks, the supervisors, the officers—the big, strong Lago, head, brains and hands. There's not enough energy or time to fight all the fights. There's only time for one: the fight for survival.

## Safety Record Set April 14

In the cool of the dark just before midnight Sunday April 14, Mareel Maduro, safety inspector, took several tin plaques with numbers painted on them, put them in proper order and installed them on the Safety Board at Gate 8, and Lago's newest safety record was official.

Sometime in the late afternoon the total safe number of man-hours worked passed the old mark of 4,708,631, and by the end of the day the figure had risen to 4,715,170, Lago's all-time high.

For the company and its safety-minded employees the new figure represents the eighth Award of Honor from the National Safety Council, and it is the third time the accident-free manhour figure has soared past the 4-million mark.

(Continued on page 7)

## Safety Record Haci April 14

Den e sereno y seguridad net promer mei-anochi Diadomingo, April 14, Marcelo Maduro, inspector di seguridad, a tuma varios plachi fini cu numero pintá ariba nan, a pone nan den e orden apropiado y a instalá nan ariba e Borchí di Seguridad na Porta 8, y Lago su record mas nobo di seguridad a bira oficial.

Na cierto momento laat tramerdia e cantidad total di oranan di trabao a pasa e marca bieuw di 4,708,631, y na fin di e dia e cifranan a subi te 4,715,170, Lago su record nunca antes asina halto.

Pa compania y su empleadonan consciente ariba seguridad e cifra nobo ta representa di ocho Premio di Honor for di National Safety Council y ta di tres bez cu e cifra di oranan di trabao sin accidente a subi pasa e marca di 4 million.

Pa honra e ocasion management a declara Diasabra April 20 como

(Continua na pagina 7)

## Effective April 1

### Supervisors Named In Accounting Department

The promotion of J. R. Sills to division head-Financial & Cost Accounting, led a list of changes in the Accounting Department April 1.

Made permanent in supervisory positions at the same time were R. H. Abrahamsz, supervisor, Materials & Inventory, M&C Division; C. Angela, supervisor, Commissary, Customs & Distribution, M&C Division; S. J. Chod, supervisor, Shipping, S&P Division; T. J. Figaroa, supervisor, Payroll & Thrift and Stock Records, T&S Division; A. Geerman, supervisor, Semi-monthly Payrolls, P&T Division; A. Kalloo, supervisor, Operations Accounting, S&P Division; P. B. Sloterdijk, supervisor, Printing & Duplicating Services, Service Division; K. Tong, supervisor, Yields, S&P Division; Z. Towon, supervisor, Distribution & Billing, F&C Division, and L. I. Vieira supervisor, Monthly Payrolls, P&T Division, and O. de Vries, supervisor, Cost and Crude Pricing.

## Suplementario di Contract Postula

Di acuerdo cu ley, combenionan suplementario na e contract pa empleadonan staff y regular entre Lago Oil & Transport Co., Ltd. y Lago Employee Council a worde postulá Maart 28.

Texto di e combenionan ta postulé na Porta Mayor, Marine Office, Employee Medical Center, Oficina Mayor, Industrial Relations Department (BQ-1), Colony Shops, Seagrape Grove Gate, Lago Heights Gate.

Seis combenio suplementario a worde postulá cubriendo pago pa trabao ariba anterior dia di sosiego (pa trahadornan di warda pa luna ariba base di 44.8 ora), pagamento di abono pa warda, horario di 45 ora irregular, principio y terminacion di un dia di fiesta, oranan di trabao y observacion di Dia di Reinado como un dia di fiesta.

Manera den pasado, e combenionan suplementario lo worde postulá na tres idioma, Holandes, Ingles y Papiamentu, pa un periodo di cinco siman.

Mr. Sills, who came to Aruba in December, 1948 as junior accountant, served as accountant C, B and A. In July of last year he was made senior accountant. For six months before coming to Aruba he was employed by Standard Oil Co. (N.J.)

Mr. Abrahamsz, who has spent his entire 19 years of service in the Accounting Department, has worked junior clerk, bookkeeping machine operator, intermediate and senior clerk, group head, and head distribution clerk. He joined the company in April, 1938.

Joining Lago permanently in January, 1938 as apprentice typist, Mr. Angela was promoted through the clerk ranks, and in April, 1946 was made materials clerk, and in July, 1952, became head materials control clerk.

Mr. Chod worked as intermediate clerk from September, 1942 when he joined Lago, to May, 1943 when he was promoted to senior clerk. Since then he has worked as properties clerk, utility clerk, head yield clerk and head shipping clerk.

Mr. Figaroa is another of the new supervisors who has spent his entire career in the Accounting Department, beginning there in April, 1941 as messenger. In the succeeding

(Continued on page 2)

## Hero Of Magazine Article Calls Here



READING ABOUT himself and his ship, the Esso Huntington, Captain Hubert Hassell relaxes in his cabin with the Saturday Evening Post. A trip aboard the Esso Huntington was the subject of an article in the Magazine. The Esso Huntington is a frequent Lago visitor.

LESANDO DI su mes y su harco, Esso Huntington, Capitan Hubert Hassel ta sosega den su cabin cu e Saturday Evening Post. Un biabe abordo di Esso Huntington tabata e subheto di un articulo den e revista. Esso Huntington ta un yamador frequente na Lago.

Life aboard a supertanker is much like life ashore, except for a few small points such as sea, hurricanes, and smoking only in certain areas.

That's the conclusion drawn by Arthur Baum, associate editor of the widely-read Saturday Evening Post, in an article in that magazine March 16 called "I Shipped on a Supertanker." The vessel under discussion, the 27,000-ton Esso Huntington, is a regular visitor at Lago.

Mr. Baum writes about the ship's voyage from Baton Rouge, where they took aboard a cargo of light crude, to Baltimore, where it was delivered. Skipper of the Esso Huntington on the trip was Captain Hubert L. Hassell of Saba, "a gaunt, lanky figure," who left his home island 46 years ago.

"The captain," according to the Post, "is the exact opposite of the roaring, blustering master of sea fiction. When he tours the ship daily, he nods and smiles gently on the crew, and if there are signs of neglect anywhere, he waits and sadly notifies the proper officer in his quarters later."

High up amidstships is the heart, soul and brains of the vessel, where the captain stays. The bridge, (Continued on page 8)

# ARUBA ESSO NEWS

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## Lago, Mundo y Petroleo

Si un hende por drenta un tienda y compra un articulo pa dos florin, el lo no bai na un otro tienda y paga cinco florin pa e mes articulo.

Si un hende tabata trata cu un tienda di conestubies y un otro tienda ta rebaha su prijs, e hende lo bai na e segundo tienda pa compra su cuminda, pasobra na e lugar ey e no ta costa asina hopi.

Envez di pensa tocante hende y tienda di provision, laga nos pensa tocante compania di petroleo y e companianan grandi tur parti di mundo cu ta compra azeta. Of mehor ainda, pensa simplemente tocante Lago y ki lugar e compania ta tuma den negocio petroiero.

Nos negocio ta pa retina azeta crudo y pa vende'le. E motivo pakiko nan ta compra azeta for di Lago ta pasobra el tabata mas barata cu otro azeta. E motivo pakiko el tabata mas barata ta pasobra nos costo tabata abao compara cu costo di otro refinarianan, aunque Lago tin un tarifa di sueldo halto.

E prijs cu nos ta pidi pa nos producto ta esaki: e costo di e petroleo cu nos ta compra, PLUS e costo di refinacion (y esaki ta inclui sueldonan, beneficio, beasting y cantidad di otro cosnan cu ta representa gasto di placa), PLUS costo di transportacion, PLUS ganancia ariba inversion—ganancia pa e donjonan di e negocio.

Awor, laga nos tuma un compania grandi, por chempel, na Holanda. Nan kier compra 20,000 ton di "fuel oil" pa nan boileran. Nan ta bisa: "Bueno, nos por compra esey for di Lago cu ta 4000 milja leuw, pasobra e ta vende mas barata cu cuakier otro compania." Asina nan ta compra cerca nos.

Pero: Un refinaria nobo ta worde traha na Rotterdam, y e hendenan cu ta opere'le ta busca rond unda nan por vende NAN productionan refiná. Y asina nan ta mira e fabrica di Mijnheer X; y nan ta bai cerca dje y ta bise'le: "Mira, nos por vende bo e azeta ey mas barata cu Lago. Pakiko bo no ta compra for di nos?" Y Mijnheer X ta bisa: "Com por ta?" Nan ta sigui bise'le: "Nos refinaria ta mas nobo cu di nan... nos costo ta mas abao... y ademas nos ta bisinja di otro. Tur loke nos mester haci ta desembarka e azeta crudo, refiné den nos planta y manda bo loke bo mester."

### Mijnheer X, Un Negociante

Mijnheer X, un negociante, ta comprando esaki: Si e por compra azeta mas barata, esey lo rebaha su costo. Y si e baha su costo, esey ta nitica cu el por rebaha prijs di su producto. Y ora e baha su prijs, ei ta aumenta su venta... en corto, ei ta bira COMPETIDOR.

Ta asina negocio ta opera den un systema di empresa liber. "Empresa" ta nifica cu e homber cu tin idea por pone'le na vigor den su negocio; "liber" ta nifica cu no tin reglanan y leyman severo poni ariba dje excepto reglanan di honestidad, justicia y completo variacion di articuloan y servicioan.

E persona cu por traha un mehor articulo, hibe na mercado y vende'le mas barata cu cuakier otro lo tin exito. Y e manera cu e ta haci esaki, manera nos a mira, ta door di baha su costo.

Bueno; kiko esaki ta nitica pa Lago y negocio di petroleo, y pa e trahadornan di Lago?

Un poco anja pasá, no tabatin bastante azeta ta worde produci pa cumpli cu necesidadnan di tur cu tabatin mester. Awendia pedida ainda ta supasa oferta di producto, pero no hopi. Cumpradornan ave por busca rond pa e mehor prijsnan.

Loke ta haci esaki dobie critico pa nos ta cu na Europa, unda un cantidad di nos productionan ta bai, refinaria tras refinaria ta worde traha, y cu cada baril di producto refiná cu nan saka, Lago su mercado ta sufri un poco mas. Sueidonan den algun refinaria ta, bruto compará, mitar di loke nos sueldonan ta. Ta facu pa mira pakiko ta birando dificil pa keda competidor.

E negociante fingi cu nos a caba di menciona, Mijnheer X, sabi e hechonan di bida economico; esey tambe e refinarianan nobo na Europa sabi.

Y Lago tambe sabi nan.

Ignorando un hecho no ta hacie'le stop di existi. Nos no por keda bisa nos mes: "Mi no tin un pia kibrá" y pensa cu nos por corre ariba un pia cu ta kibrá dos parti. Tampoco ningun hende no por sigui bisa "tur cos ta magnifico—Lago ta gana placa y semper lo gana" ora, pa keda marca den historia, Lago ta bringando e batalla di su 30 anja di bida: y e problema ta, si Lago gana, tur hende ta gana, y si Lago perde, tur lo perde... empleadonan, comunidad, e isla.

### Si Lago Perde

No tin mester di un economico or un abogado of un experto financiero pa haya sabi kiko por pasa si Lago perde. Y solamente un hende cu un cabes bashi ta kere cu no tin un batalla pa keda na bida.

Ningun hende no tin un riesgo mas grandi den futuro di su planta cu e gevoon empleado cu ta bisti su "safety hat", ta traha su ocho ora, y ta bai cas atardi.

Un refinaria di petroleo no ta manera e aroyo den e poema—cu ta sigui corre pa semper. No mucho tempo pasa tabatin un portret den Esso News di e planta bienu di Eagle na New Jersey cual a experimienta cu el tabata perdiendo e mes batalla cu Lago ta aden awor: el a cerra.

Recientemente e Refineria Esso na Bayonne, enfrenta cu costo intolérable den forma di belasting halto, a considera pa cerra completamente.

Dos anja pasá Tidewater Oil Company a cerra su planta na Bayonne y a move pa un otro ciudad y estado unda su operacion lo sali mas economico.

Asina, no ta algo nunca desconoci pa un refinaria cerra y move.

Lago ta compitiendo cu plantanan ariba henter mundo: cu plantanan nobo cu tin tur equipo y aparatonan technico nobo pa produci mas facil y mas barata, y plantanan bienu cu a corta gastonan general te na weso den un esfuerso mayor pa keda competidor.

Loke lo pasa cu Lago y su lugar den negocio petroiero mundial no ta depende solamente ariba e Junta di Directiva pero tambe ariba e homber cu ta opera e stillnan, y cu ta corre e truck — e welderman, machinistnan, trahadornan di waf, e clerknan, hefenan, e oficialnan—kendenan ta forma e cabes, e expertonan y mannan di e Lago fuerte y gigantesco. No tin bastante energia di tempo pa bringa tur e batayan. Solamente tin tempo pa un batalla: e batalla pa keda na bida.

## Accounting Department Cambionan Anuncia

### Supervisors Named

(Continued from page 1)

years he worked as office boy, apprentice typist and apprentice clerk before being promoted in April, 1945 to comptometer operator. Four years later he became tabulating machine operator, in April, 1951, group head, general accounting. He was made utility clerk in April 1955.

A career that began in January, 1939 has seen Mr. Geerman work as messenger, office boy, apprentice typist, apprentice clerk and comptometer operator. In September, 1944 he was made clerk, and in January, 1951, assistant paymaster, Semi-monthly Payroll. He was promoted to paymaster in June of last year.

Mr. Kalloo worked in the Instrument Craft, Process-Lab, and TSD-Process before transferring to the Accounting Department in November 1954 as senior operations clerk. Last July he was made head operations analysis clerk. He joined the company in August, 1936.

Mr. Sloterdijk, starting his Lago service in March, 1941, worked in various clerical jobs in the Marine

E promocion di J. R. Sills pa division head-Financial & Cost Accounting, tabata e mayor di varios cambio den Accounting Department April 1.

Na e mes tempo a worde confirmá como permanente den posicionnan supervisorio tabata R. H. Abrahamisz, Materials & Inventory, M&C Division; C. Angela, supervisor, Commissary, Customs & Distribution, M&C Division; S. J. Chod, supervisor, Shipping, S&P Division; T. J. Figaroa, supervisor, Payroll & Thrift and Stock Records, T&S Division; A. Geerman, supervisor, Operations Accounting, S&P Division; P. B. Sloterdijk, supervisor, Printing & Duplicating Services, Service Division; K. Tong, supervisor, Yields, S&P Division; Z. Towon, supervisor, Distribution & Billing, F&C Division, y L. I. Vieira, supervisor, Monthly Payrolls, P&T Division, O. de Vries, supervisor, Cost and Crude Pricing.

Sr. Sills, kende a bini Aruba na December 1948 como junior accountant, a traha como accountant C, B y A. Na Juli di anja pasá el a bira senior accountant. Seis luna promer cu el a bini Aruba el a worde emplea door di Standard Oil Co. (N.J.).

Sr. Abrahamisz, kende a pasa henter su 19 anja di servicio den Accounting Department a traha como junior clerk, bookkeeping machine operator, intermediate y senior clerk,

group head, y head distribution clerk. El a cuminsa traha cu compania na April 1938.

Cumizando cu Lago permanentemente na Januari 1938 como apprentice typist, Sr. Angela a worde promoví door di rangonan di clerk, y na April 1946 el a bira materials clerk, y na Juli 1952, el a bira head materials control clerk.

Sr. Chod a traha como intermediate clerk di September 1942 tempo cu el a cuminsa traha na Lago na Mei 1943 tempo cu el a worde promoví pa senior clerk. Desde e tempo, el a traha como properties clerk, head yield clerk y head shipping clerk.

Sr. Figaroa ta un otro di e supervisoronan nobo kende a pasa henter su carera den Accounting Department, cumizando na April 1941 como mensajero. Den anjanan siguientes el a traha como office boy, apprentice typist y apprentice clerk.

(Continua na pagina 8)



J. Sills



R. Abrahamisz



C. Angela



S. Chod



T. Figaroa



A. Geerman



A. Kalloo



P. Sloterdijk



K. Tong



Z. Towon



L. Vieira



O. de Vries

Office, Personnel Department, and Colony Service before transferring to the Accounting Department in February, 1943. He worked there as apprentice typist, clerk and teller. In October, 1953 he was promoted to section head, Printing Plant, and to group head, Printing & Duplicating in August, 1955.

Twelve years of Lago service for Mr. Tong started out in October 1944 when he was junior clerk. In the years that followed he worked as shipping clerk, yield clerk and process accounting clerk, before his promotion to head yield clerk in October, 1955.

Starting out in October, 1942 as apprentice typist in Utilities, Mr. Towon also worked as clerk there before transferring to the Accounting Department in December, 1943. He worked as apprentice clerk and intermediate clerk before taking over as accounts receivable clerk in April 1946. Later that year he was made ships disbursements clerk. Mr. Towon was promoted in September of last year to senior attest clerk.

Mr. Vieira worked in Process as process helper and fireman for several months after joining Lago in November, 1941, transferring then to the Accounting Department as apprentice clerk. He worked as intermediate clerk and payroll clerk, and in June, 1945 was promoted to assistant paymaster. In August, 1954 he became paymaster, semi-monthly payroll, and moved to the same job for monthly payroll June 1 last year.

Mr. De Vries, who has over 19 years of company service, started out as junior clerk in April, 1937 in the Accounting Department. In July, 1943 he became intermediate clerk I, and two years later, senior distribution clerk. A promotion to head distribution clerk came in September, 1949.

### Mr. Motorist:

## This Could Have Been You

This is a true story as told to Buffalo (New York) Courier Express Staff Reporter Walter Froehlich, by a man whose car had recently killed a child.

They asked me did I see the child? Yes, I saw him. And he's all I've been seeing since. I saw him. But it was too late to stop. I was the last to see him alive. And the first to see his lifeless body limply sprawled on the pavement — a few inches from the bumper of my car.

Yes, I am the man they now call "death car driver." I own the car whose picture you saw in the daily press. And, yet a thousand times I wish I were the victim rather than the man who killed him. For he died only once, but I a thousand deaths since then.

I saw him running out between two cars. He looked away. But yet his childish steps led into my path. I honked the horn. I kicked into the brake. I heard the tires squeal. And then the thud. I saw his little body hurl through the air and fall down flat just as my stopping wheel almost touched him once more.

I walked ahead and bent over his crumpled form. "Call an ambulance," I shouted. "Quick." I saw the gathering crowd. They all looked at the child. And then at me.

Then came the police and then the doctor. He looked first at the bloody face and form, then looked away and slowly shook his head. And then I saw the anguished features of a man — the father — and heard the desperate screams of a bereaved mother — how can I forget?

And when the scene had cleared and I had filed reports at headquarters and the police had cleared me, I stood alone and suddenly knew what I had really done.

"Could happen to any of us," a voice behind me said. I felt the sympathetic touch of a policeman's hand. "You were not speeding, nor violating any law. We preferred no charges nor did any witness charge a fault by you. The child was unattended, roaming streets alone and you did nothing that was dangerous or wrong."

I carry insurance, sure. But who can replace a life? Should I visit the parents? See the child laid out? Or coldly disregard the death, the bitter grief? Will the father, mother hate me? A sense of moral guilt hangs over me. It punishes the driver hard and makes him all afraid to face the parents or the lifeless child or anyone.

Remorse alone cannot clear my conscience. And there I even doubt my friends will see my way. I wasn't careless, the policeman said. I was within the law. But yet, my conscience lives with me and I with it. And, thinking that, perhaps, the slightest bit of more attention on my part could have averted this will haunt my thoughts for every hour I shall live. And no one can deliver me of this.



# Equipment for New Water Plant Arrives

Aruba's new water plant at Balashi has taken a big stride towards completion with the arrival early this month of 400 tons of machinery and equipment needed to extract drinking water from the sea.

Supplied by the Scottish firm of G. J. Weir, the equipment came in a total of 80 pieces. Of those, 12 weighed 12 tons each, and the other 256 tons were divided up among 68 pieces. The ship M. S. Merchant, out of Liverpool, handled the cargo; Maduro & Sons were the local agents.

A representative from the equipment supplier has already arrived on the island, and will take an active hand in setting up the machinery. He will be here until the plant goes into operation.

Just when that will be is as yet indefinite. The plant is scheduled to go on stream in 1958, but the exact month is still unsettled.

But when it does, the plant will be among the largest of its kind in the world. Fresh water will be provided from the sea in enormous quantities — an estimated 2,700,000 gallons a day. In addition, electricity generated as a by-product of the distillation processes will be enough to take care of the plant's needs, supply some to the present electric power company and still have enough left for other outside needs. Government and business leaders see the plant as a useful tool to diversify Aruba's economy.

The unloading was accomplished by means of a powerful crane and taken to Balashi on a Lago-loaned flat bed trailer. So bulky was the machinery, however, and so delicate in spite of its size, that it took two days to haul it all from dockside to job site.

This series of pictures follows the unloading process from the time the vessel is docked, to lifting out the crates through the unloading and on to its final destination.



BIG BOOMS swing outward, dangling bulky equipment on the ends of the cables like a fish dangles on a line. The ship is out of Liverpool.

BOOMNAN gigantesco ta move pa handa afor, aparatonan grandi colgando manera un pisca na un linja ta zwaai na punta di waya di staal.

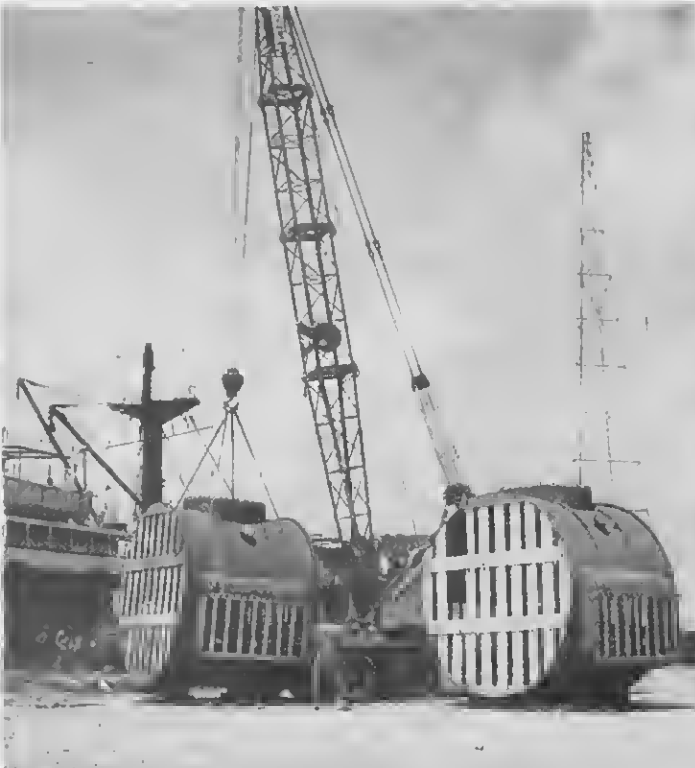


WORKMEN SCRAMBLE around in the Merchant's hold making fast the cables that will lift the machinery out as easily as if it were a feather.

TRAHADORNAN ta corre rond den bodeganan di Merchant marrando e wayanan cu lo hiza e machineria mes facil cu si e tabata un caha di swafel.



THIS SERIES of three pictures shows clearly the size of some of the machinery compared to a man. At left, the E SERIE aki di tres portret ta muntra cla e grandura di algun di e machineria compará cu un homber. Na robes, e



men ahoard ship stay a respectful distance from the hanging weight as it is lowered to dockside. In the center, the hombernan abordo di bapor ta keda na un distancia di respect for di e peso cu ta colga mientras el ta worde descargá



two condensers dwarf the man between them, and at right a condenser head is loaded directly on a truck. na banda di waf. Na centro, e dos condenser-nan, y na drechi, un condenser head" ta worde descargá ariba truck.



A CONDENSOR is a big load for any crane. Help from the crane was needed to unload the machinery at the Balashi work scene; no group of men could wrestle the heavy and awkward machinery around. UN CONDENSER ta un carga pisa pa cuakier grua. Yudanza di e grua tahata necesario pa descargá e machineria na e lugar di trabao na Balashi; ningun grupo di hende por lucha pa move e machineria trahoso y pisa.

## Equipo pa Planta di Awa Nobo a Yega

Aruba su planta di awa nobo na Balashi a haci un paso grandi pa terminacion cu yegada tempran e luna aki di 400 ton di machineria y aparato cu tin mester pa distila awa di bebe for di awa di lama.

E equipo, cu ta worde entregá door di e firma Escoces di Weir, a bini den un total di 80 pida. Di esakinan, 12 a pisa 12 ton cada uno, y e otro 256 ton tabata parti den 68 pida. E bapor MS Merchant di

Liverpool a trece e carga. Maduro & Sons tabata e agentenan local.

Un representante di e compania entregador di e material tambe a yega ariba e isla y lo tin un parti activo den instalacion di e machineria. El lo keda aki te ora e planta worde poní na operacion.

Precies ki dia esaki lo ta ainda ta indefinido. E planta ta fihá pa cuminsa opera na 1958, pero e luna exacto ainda no ta stipula.

Pero ora e cuminsa, e planta lo ta entre csunnan di mas grandi di su clase den mundo. Awa di bebe lo worde refiná for di awa di lama den cantidadnan enorme — un calculacion di 2,700,000 gallon pa dia. Ademas, electricidad produci como un producto adicional for di proceso di distilacion lo ta suficiente pa yena e necesidad di e planta, pa duna poco na e compania electrico actual y ainda sobra bastante pa otro uso. Gobierno y lidernan den comercio ta mira e planta como un instrumento útil pa diversifica economia di Aruba.

E descargamento a worde efectúa pa medio di un grua potente y a worde hibá pa Balashi ariba un trailer plat. E machineria, sinembargo, tabata asina grandi y tan delicado no obstante su grandura cu a tuma dos dia pa transporta nan for di waf pa e sitio di trabao.



WORK IS progressing at the plant site. Foundations are already dug and poured, and with the arrival of equipment, things are moving rapidly towards the completion date some time in 1958.

TRABAO ta progresando na e sitio di e planta. Fundeshi ya a worde cobá y bashá, y cu yegada di e equipo, trabao ta move rapido pa e fecha di terminacion fihá pa anja 1958.



DIVI-DIVI trees, as the Reader's Digest says, "rise straight up for ten feet or so, then take off horizontally westward."

MATANAN di divi-divi, manera Reader's Digest ta bisa, "ta lamta derecho ariba pa 10 pia of mas, y despues ta bira horizontalmente."

(Editor's Note: The article reprinted below appeared in the January issue of the Reader's Digest and focused world-wide attention on our island. It originally appeared in Latin American Report. Copyright 1957 by the Reader's Digest Association. Reprinted with permission.)

Passengers on the Caribbean cruise ship gaped. Out of the December night, above a dark tropical sea, a pyramid of multicolored lights grew slowly, to tower over what seemed a bright city. The tourists felt a touch of awe, as though they had conjured up a dazzling mirage and were seeing the colossus of all Christmas trees. It was no mirage. The lights of America's greatest oil refinery, on the tiny island of Aruba, in the Netherlands Antilles off Venezuela, resemble a big city. Above them looms the 24-story catalytic cracking plant, a steel monster that gulps shiploads of oil and manufactures high quality gasoline. For 11 months "the Cat" is just an ugly growling jinni of industry. But in December festoons of colored bulbs augment its hundreds of work lights, a huge star is fixed 254 feet aloft, and it enters a month of glory as a towering symbol of Christmas.

A 24-story Christmas tree seems perfectly normal on Aruba, where the whole scheme of life ranges from the unlikely to the bizarre. Its 70 square miles are nearly barren, yet it has become one of the most important islands on earth.

Nature mixed irony with whimsy to make Aruba. Rainfall is adequate for six months of the year, but the soil of fragmented lava, coral and sand quickly drains water beyond recovery. The island has only one dangerous creature: a blond rattle-snake, three feet of dull burnished silver, unlike anything else alive. It has beaches lined with stately palms; but for comic contrast it is peppered with divi-divi trees that rise straight up for ten feet or so, then take off horizontally westward to a distance greater than their height. The nearly

constant trade wind—which shapes the divi-divi—and an antiseptic sun all but guarantee good health. Mosquitoes, flies and other disease carriers are blown away. Malaria and yellow fever are unknown and a newcomer's hay fever vanishes overnight.

The most incongruous sight is the enormous refinery itself. An island lacking oil or other fuel, as well as water and food-producing soil, would seem an illogical home for big industry. But there is the Lago refinery, a 125 million dollar fact, its 6300 workers the chief support of 56,000 people who enjoy the highest standard of living in the West Indies. The place would startle the daylights out of Peter Stuyvesant, who governed Aruba until 1645, when the Dutch transferred him to another island almost identical in shape—Manhattan. Stuyvesant lived on nearby Curacao and regarded Aruba, with reason, as a liability.

As late as the 1800's the island supported only a few Dutch traders and some mild-mannered Arawak Indians from South America. By 1900 its population was about 8000, most of whom farmed the cactus-like plant called aloe, a source of medicinals, and lived skimpily. Then in the late 1920's, oil made it into a Caribbean Cinderella and created the strangest community in this hemisphere. Lake Maracaibo, an arm of the sea reaching deep into Venezuela, covered perhaps the richest oil field in history, but vast sandbars barred it to ocean tankers. The only solution was to haul out the crude in shallow-draft boats to a process-

## The Odd Little Isle Of ARUBA

ing site. Aruba, 150 miles away, offered spacious harbors, it was healthful, and the mixture of Indian, Dutch and Spanish blood had made of the Aruban a sturdy worker, quick to learn industrial skills.

If ever an industry was built from scratch, it was the Lago refinery (The Lago Oil & Transport Co., Ltd. is a Canadian subsidiary of Standard Oil Co. (N.J.). Food, water and all materials, even wood, were imported. And as the plant outgrew the local labor supply, men were imported too—first from the nearby Dutch islands, Curacao and Bonaire, and Dutch Surinam on the mainland, then from the further West Indies. Technicians were brought in from Canada, the United States and Europe. This process has made Aruba the most cosmopolitan spot south of the United Nations. Its people now are of 22 nationalities from 56 islands and countries. The island boasts the only sports stadium where baseball, soccer, cricket and the Dutch game of korfbal draw equal crowds.

The medley of languages is dominated by the least-known tongue spoken in the Western Hemisphere—and one of the pleasantest—Papiamentu. It contains traces of Portuguese and French; but centuries of Dutch rule and close contact with Venezuela have made it into something best described as Spanish with a Dutch remodeling job. In the refinery, many supervisors speak Papiamentu along with English for on-the-job communication. But it is not unusual to hear a group carrying on in basic Papiamentu reinforced by a dozen other tongues.

Amazingly, this multiracial and multilingual life is orderly. Lago's accident rate is among the lowest in world industry, and crime is a minor problem on Aruba—facts for which safety precautions and an able government are only partly responsible. A big factor is the nature of the Aruban—thrifty, calm and self-respecting. Intensely home-loving, he clings to his own patch of soil, however unproductive, and to his tiny pastel home, however distant. Many travel 20 to 30 miles a day between home and work.

This admirable quirk has led to a Lago-sponsored home-ownership plan that is unique for such industrial communities. Instead of the usual company-town mass of uniform dwelling units, the island is being spotted with small, widely-spaced groups of homes. Nearly 600 have been sold at

(Continued on page 6)



ORANJESTAD, Aruba's capital since the early part of the 17th century, is a neat city, and made a strong impression on the author of the Reader's Digest article.

ORANJESTAD, capital di Aruba desde promer parti di siglo 17, ta un ciudad netchi, y a haci un impresion fuerte ariba autor di e articulo den Reader's Digest.



LAGO IN 1957 would "startle the daylights of Peter Stuyvesant", who certainly never dreamed that the shores of Aruba would ever see such a sight as refinery towers and palm trees practically side by side.

LAGO NA 1957 lo "duna Peter Stuyvesant un spanto di morto," kende seguramente nunca a sonja cu e costanan di Aruba lo mira un vista manera torennan di refinaria y palmanan banda di otro.



(Nota Editorial: E articulo copia aki bao a aparece den edicion di Januari di Readers' Digest y a hala atencion di henter mundo ariba nos isla. Originalmente el a sali den Latin American Report. Derecho di autor 1957 door di Readers' Digest Association. Copia cu permiso.)

Pasajeronan ariba e bapor di viaje den Caribe a keda asombrá. Den e anochi di December, ariba e obscuro lamar tropical, un pyramida di luznan di tur color a crece lentamente, y para como un toren ariba loke tabata parece un ciudad copiosamente iluminá. E pasajeronan a sinti un toke di reverencia, manera cu nan tabata contemplando un milagro ciegante, e mas grandi di tur kerstboom. No tabata un milagro. Luznan di e refinaria mas grandi di America, ariba e isla chikito di Aruba, den Antillas Holandes dilanti Venezuela, ta parece un ciudad grandi. Ariba nan ta lamta e catalytic cracking plant di 24 piso, un monstruo di staat cu ta guli carganan di azeta y ta traha gasoline di alta calidad. Diez-un luna largo e planta ta solamente un structura mahos y borotoso di industria. Pero na December guirnalda di peranan di color ta aumenta su luznan di traha, un strea grandi ta worde instalá 254 pia halto, y e ta drenta un luna di gloria como un simbolo imponente di Pascu.

Un kerstboom 24 pia halto ta parece algo perfectamente normal na Aruba, unda henter e plan di bida ta varia for di lo improbable pa algo grotesco. Su 70 milla cuadrá ta mayor parte árido, pero no obstante el a bira un di e islanan mas importante na mundo.

Naturaleza a mezcla ironia cu capricho pa traha Aruba. Yobida ta adecuado pa seis luna di anja, pero e suelo di lava fragmentá, skerpi y santo ta chupa e awa liher na un manera cu e no por worde recobrá. E isla tin solamente un criatura peligroso: e colebra cascabel, tres pia di largo di un color di plata dof, diferente for tur otro cos na bida. E tin playanan na canto di cual tin palmanan majes-

solamente pa algun negociante Holandes y algun Indionan Arawak di America del Sur. Banda di 1900 su poblacion tabata conta 8000, mayoria di un cultivando aloe, un fuente pa medicina, y tabata biba den necesidad. Anto na terminacion di a cambie'le den un di e comunidnan mas raro den anjanan 1920, azeta a haci su entrada fabuloso y e hemisferio aki. Lago Maracaibo, un braza di lamar cu ta drenta leuw den Venezuela, tabata cubri podiser e campo di azeta mas bondadoso di historia, pero bankinan grandi den lamar tabatin ne cerrá pa tanqueronan grandi. E unico solucion tabata pa saca e crudo den bapornan di poco profundidad y hibe'le na un sitio di refinacion. Aruba, 150 milla mas leuw, tabata ofrece haaf espacioso, e tabata saludable, y e mezcla di sanger Indio, Holandes y Spanjé a haci e Arubiano un trahador baiente cu ta sinja ocupacionnan industrial liher.

Si algun industria a yega di lamta for di nada, tabata refinaria di Lago (Lago Oil & Transport Co., Ltd. ta un subsidiario Canades di Standard Oil Co. (N.J.). Cuminda, awa y tur material, hasta palo, mester worde importá. Y segun e mercado di trahador tabata bira chikito, trahadornan tabata worde importá—promer for di e cercano islanan Holandes, Curacao y Bonaire, y Surinam ariba continente, despues for di mas leuw den West India. Tecniconan a worde treci for di Canada, Estados Unidos y Europa. E proceso aki a haci Aruba e sitio mas cosmopolitico pa zuid di Naciones Unidas. Su inhabitantenan ta di 22 nacionalidad y di 56 isla y pais. E isla tin e unico stadion deportivo unda baseball, futbol, cricket y e wega Holandes korfbal ta hala multitud igual.

E cantidad di idiomanan ta worde dominá door di e lengua mas poco conocí den Hemisferio Occidental—y un di mas placentero—Papiamentu. E ta contene marcanan di Portuges y Frances; pero siglonan di gobernacion Holandes y contacto intimo cu Venezuela a hacie'le algo manera Spanjé y Ho-

## ARUBA — Un Isla Stranjo

tuoso; pero como contraste comico e tin mata di divi-divi na cantidad cual ta lamta derecho ariba pa 10 pia of mas, y despues ta bira horizontalmente cara pabao pa un distancia mas largo cu nan altura. E biento passaat casi constante—cual ta duna e divi-divi su forma—y un solo antiseptico casi ta garantiza bon salud. Mosquito, sangura y otro portadornan di maleza ta worde suplá afor. Malaria y cayentura geel ta desconoci y e cayentura di heno di uno cu yega nobo ta pasa di anochi pa di dia.

E vista mas discordante ta e refinaria enorme mes. Un isla cu falta azeta of otro combustible, y tambe awa y suelo cu por produci alimento, lo parece un lugar illogico pa industria grandi. Pero refinaria di Lago t'ey, un hecho palpante di 125 million dollar; su 6300 trahadornan ta e mayor soportador di 56,000 mil hende cu ta goza di e standard di bida mas halto den West India. E lugar lo duna un span to di morto na Peter Stuyvesant, kende a goberna Aruba te 1645, tempo cu e Holandesnan a mande'le pa un otro isla di casi mes forma—Manhattan. Stuyvesant tabata biba na e isla cercano di Curacao y tabata considera Aruba, cu razon como un riesgo.

Te den anjanan di 1800 e isla tabata inhabitá

landes. Den refinaria hopi superiornan ta papia Papiamentu hunto cu Ingles pa comunicacion na trabao. Pero no ta raro pa tende un grupo combersando den Papiamentu basico reforzá door di un dozijn di otro lengua.

Sorpresadamente, e bida aki cu hopi idioma y hopi raza hunto, ta bai na orden. E frecuencia di desgracia na Lago ta di mas abao den mundo pa e industria, y crimen ta un problema chikito na Aruba—hechonan pa cual precaucionnan di seguridad y un gobierno capaz ta solamente parcialmente responsable. Un factor grandi ta naturaleza di e Arubiano—economico, calmo y cu respet propio. Den un intenso stimacion pa su cas, el ta tene na su mes pida terreno, maske com inproductivo, y na su cas chikito, maske com leuw. Hopi ta viaja 20 te 30 milla tur dia entre cas y trabao.

E calidad admirable aki a causa un programa di trahamento di cas bao auspicio di Lago cual ta unico pa tal comunidnan industrial. En vez di e costumario di casnan uniforme, e isla tin na diferente lugar gruponan di cas chikito cu amplio espacio entre otro. Casi 600 di nan a worde bendí na tarifa poco mas halto cu huur.

(Continua na pagina 6)



**Top:**  
THIS IS the sight that made the tourists on the ship gape: "above a dark tropical sea, a pyramid of multicolored lights..." What they saw was the light-draped cat cracker at Christmas, the world's highest Christmas tree.

**ESAKI TA** e vista cu a haci e toeristanan abordo di e bapor gaap: "ariba un obscuro lamar tropical, un pyramida di luznan di tur sorto di color". Loke nan a mira tabata cat plant yen di luz na tempo di Pascu, formando e kerstboom mas grandi na mundo.

**Above:**  
TOWERS, PIPES and tanks make up Lago refinery, a sight which the Reader's Digest author calls "incongruous."

**TOREN, TUBO** y tanki ta forma refinaria di Lago, un vista cual e autor di Reader's Digest ta yama "discordante."

**Right:**  
SCENES LIKE this, plus the people of Aruba, endeared the island and its inhabitants to Michael Scully, the author.

**VISTANAN** manera esaki, plus e hendenan di Aruba, a conquista corazón di Michael Scully, e autor, pa e isla y su habitantenan.





## Largest Number

# January CYI Awards Add Up To Fls. 4835

When the CYI owl's cash register had finished jingling in January that gentlemen and Lago's men and women had combined to get the new year of 1957 off to a rousing start. Exactly 100 awards had been made, which was the highest number ever made in a single month. Together they added up to Fls. 4835.00.

A big chunk of this money, Fls. 1750 to be exact, went to E. Trimon, levelman in the Cracking Plant, as a supplemental award for his suggestion to install fuel oil line alongside pitch line at burner header.

Eleven awards in January were Fls. 50 or higher. The complete list follows:

**Accounting**

P. Croes Fls. 25

### Colony Service

L. v/d Linden Fls. 50  
C.S.-Shops. Replace sewing-machines for upholstery machines.

O. C. Dellimore Fls. 50

Med.Hosp. Kitchen. Attach hose or pipe to exhaust pipes and/or faucets of stock-pots.

R. Yzer Fls. 25

O. C. Dellimore Fls. 20

A. Reeder Fls. 20

J. Milton Fls. 20

### Executive

D. Tromp Fls. 25

Miss E. L. Coyte Fls. 20

### Ind. Rel.

E. Fingal Fls. 25

A. Hassell Fls. 25

Miss M. A. Kauffeld Fls. 25

Mrs. L. St. Paul Fls. 20

F. Parris Fls. 20

### Marine

M. A. Winklaar Fls. 35

F. P. Oduber Fls. 30

### Mechanical

#### Admin.

W. H. Harry Fls. 125

Mech.-Admin. Revamp telephone record cards and change the filing system on master card file from numerical to alphabetical sequence.

J. Kelly Fls. 35

G. F. Quashie Fls. 30

V. C. Thomson Fls. 25

T. P. Viapree Fls. 25

E. A. Evers Fls. 25

W. H. Harry Fls. 25

M. James Fls. 20

T. P. Viapree Fls. 20

J. Kelly Fls. 20

G. F. Quashie Fls. 20

M. St. Paul Fls. 20

### Storehouse

J. H. Reeberg Fls. 60

Mech.-C&Z. Relocate the tail lamps on all 1956 model Ford pick-ups.

Z. Kelly Fls. 35

C. H. Walters Fls. 25

### Machinist

E. V. Connor Fls. 75

Mech.-Mach. Order specified chrome steel tubing for making impeller and casing rings.

S. de Cuba Fls. 50

Mech.-C&ZE. Fabricate a "differential attachment set up" for indexing heads of the milling machine.

P. J. Schwengle Fls. 35

M. Arendsz Fls. 35

L. Tromp Fls. 30

## Old-Timer Writes From Wales

Lago old-timers, especially in the Marine Department, will be glad to know that Captain H. L. Morgan is keeping up with their activities. In a recent letter thanking the company for sending him the Aruba Esso News and the 1957 calendar, Captain Morgan said "it is nice to read about the happenings at Aruba, about old friends and the changes that are continually taking place."

Then he added "I am pleased to say that I am keeping very well although handicapped by deafness."

Captain Morgan's address is 49 Pentre Street, Grangetown, Cardiff, South Wales, Great Britain.

Captain Morgan was master of the tanker Oranjestad when she was torpedoed and sunk off Aruba in February, 1942.

Feb. 1942. He retired to his native England in June, 1955.

A. Fingal Fls. 30

P. Leest Fls. 25

W. Arrindell Fls. 25

A. Semeleer Fls. 25

R. Lo A Njoe Fls. 25

W. H. Eastman Fls. 20

N. Kock Fls. 20

### Electrical

K. Johnstone Fls. 75

C.S. Install manual regulator valve in hot gas line at D. H. walk-in refrigerators using hot gas defrosts.

A. F. Rojer Fls. 40

F. R. Lo Fo Sang Fls. 35

A. Henriquez Fls. 30

A. Burleson Fls. 25

D. Maduro Fls. 25

N. C. Aquí Fls. 25

G. Roberts Fls. 25

A. F. Rojer Fls. 25

M. Dijkhoff Fls. 20

### Instrument

J. A. Maddicks 2 @ Fls. 30

### Pipe

J. A. Schotborg Fls. 100

P.-Acid Plant. Build one water flume to sewer instead of two at No. 2 Contact Plt.

E. A. Semeleer Fls. 30

### Yard

C. Yeung Fls. 60

Mech.-C&Z. Install guard rail and light in bundle cleaning area.

C. Yeung Fls. 20

### Metal Trades

C. Reed Fls. 25

### Medical

Miss M. R. Hodge Fls. 25

### Process

#### C&LE

S. B. Sutherland Fls. 40

J. E. Francis Fls. 35

T. Johnson Fls. 35

L. P. Laele Fls. 30

E. Sardine Fls. 30

### Cracking

E. Trimon Fls. 1,750.00

(supplemental)

P.-Cracking. Install fuel oil line alongside pitch line at burner header at C.U. furnaces.

G. E. Strang Fls. 40

N. M. Werleman Fls. 30

M. A. Dalrymple Fls. 25

S. B. Francis 2 @ Fls. 25

L. Tromp Fls. 25

J. A. Arends Fls. 25

F. Wanga Fls. 25

H. Oduber Fls. 25

W. O. Conner Fls. 25

D. Vlaun Fls. 25

### LOF

F. Solognier Fls. 25

C. F. Mapp Fls. 25

C. F. Mapp Fls. 20

### Rec. & Ship.

M. Pantophlet Fls. 40

### Utilities

F. E. Groeneveldt Fls. 30

Z. E. Pretty Fls. 25

F. E. Groeneveldt Fls. 20

### Tech. Serv.

#### EIG

M. Reiziger Fls. 30

### Engineering

F. J. Myers Fls. 50

TSD-Eng. Show maximum load capacity on monorails throughout the concession.

P. I. Bisslik Fls. 30

F. J. Berto Fls. 25

N. E. Lopez Fls. 25

H. V. Schierenberg Fls. 20

### Labs

R. B. Static Fls. 30

A. Richardson Fls. 30

R. P. Volkerts Fls. 25

### Process

R. A. Khan Fls. 20

### Publ. Rel.

W. C. Hochstuhl, Jr. Fls. 50

C.S.-Lago Col. Fill large cave openings where possible in Colony area.

W. C. Hochstuhl, Jr. Fls. 25

S. Rajroop 2 @ Fls. 20

## Side Agreements To Contract Posted

In accordance with law, side agreements to the contract for Staff and Regular employees between Lago Oil & Transport Co., Ltd. and the Lago Employee Council were posted March 28.

Texts of the agreements are posted at the Main Gate, Marine Office, Employee Medical Center, General Office Building, Industrial Relations Department (BQ-1), Colony Shops, Seagrape Grove Gate and Lago Heights Gate.

Six side agreements are posted, covering pay for work on former day of rest (monthly paid 44.8 hours rotational shift workers), payment for shift differential, 45-hour irregular schedule, commencement and termination of a holiday, working hours and observance of Statute Day as a holiday.

As in the past, the side agreements will be posted in three languages, Dutch, English and Papiamentu, for a period of five weeks.



LAGO GIRL Scouts watch intently some of the work going on in the shops. Approximately 70 Scouts went on a Lago tour last month, including a boat trip around the harbor. Boy Scouts did the same earlier.

LAGO PADVINDSTERS ta waak interesa na poco trahao cual ta worde haci den e shops. Mas o menos 70 Padvindsters a hai ariha un tour luna pasa, cu un biahe rond di haaf inclui. Padvindsters a haci mescos.

## The Odd Little Isle

(Continued from page 4)

rates little higher than rentals.

Schools are another proof of Aruban character. Attendance is not compulsory, but almost every child completes grade school, and Aruban illiteracy is lower than in the United States.

Aruba's refinery can ingest 440,000 barrels of crude oil daily and pour it out as finished products ranging from heavy fuel to aviation gasoline. These splay out over half the globe, delivering about 18 per cent of the island's output to Europe and Africa, 27 per cent to Latin America, 35 per cent to the United States and Canada, and the remaining 20 per cent to other far-flung destinations. Tankers are only a part of the colorful traffic. The island, at the junction of Panama Canal shipping lanes, is a unique marine service station where more than 4000 ships a year of all descriptions from passenger liners to Antarctic-bound whalers, and flying most of the flags afloat, stop for fuel.

In World War II, Aruba's place as a vital source of power was quickly recognized by the United States—and by Germany. Arubans were awakened in the post midnight darkness of Feb. 16, 1942 by the most critical submarine attack to be made in American waters. But the German plan, to destroy the refinery by the light of flaming tankers, miscarried. Although four tankers were torpedoed and sunk, the sub's shells missed the great oil tanks where a direct hit would have caused a disastrous holocaust.

Lago, working through wartime nights behind huge light shields, put 19 million dollars into multiplying production of aviation fuel, serviced a constant stream of naval craft, supplied most of Latin America's needs, and processed one out of every 16 barrels of aviation gasoline used by the Allies.

Aruba's importance was proved again when Iran nationalized its oil in 1951 and the Abadan refinery, Lago's only rival in size, was closed. European fuel supplies shrank alarmingly. Then Lago and smaller plants on Curacao and the Venezuelan coast went into all-out production, tankers from Middle East were switched to the Caribbean and the shortage was quickly overcome.

Oddly, Aruba's chronic water problem promises to be a boon to the world. Before Lago came, the sparse population got water from a few brackish wells and by draining rainfall into cisterns. Twenty-five years ago the refinery installed a small water evaporation plant to supplement the substantial supplies brought in specially-equipped tankers from the U. S. East Coast, Gulf Coast and Panama. At intervals as the years passed, evaporating capacity was added until today the refinery imports only a very small quantity of water.

This progress prompted Aruba to augment its own carefully nurtured water supply with a small distilling system. Now the Aruban government is confidently putting 10 million dollars into one of the world's first big-scale salt water stills, with a production rate of 2.7 million gallons a day, enough to serve more than four times Aruba's present population. Arubans will be the first large community in history to get drinking water entirely from the sea.

What has happened on this semi-arid little island in a quarter of a century demonstrates indisputably that there's no such thing as wasteland; that, given a reason for doing so, man can build a productive and comfortable way of life any place under the sun.

## Un Isla Stranjo

(Continued di pagina 5)

Schoolnan ta un otro prueba di e caracter Arubano. Atendancia no ta obligatorio, pero casi cada mucha ta caba lagere school.

E refinaria di Aruba por traga 440,000 barril di azeta crudo pa dia y sake'le como productionan cla variando di combustible pisá te gasoline pa aviacion. Esaki ta bai parti over di mas cu mitar di globo, entregando como 18 por ciento di production di e isla na Europa y Africa, 27 por ciento na America Latino, 35 por ciento na Estados Unidos y Canada, y e restante 20 por ciento na otro destinationnan lejano. Tanqueronan ta solamente un parti di e trafico coloroso. E isla na canto di e avenidanan di embarcacion di Panama Canal, ta un unico stacion di servicio maritimo unda mas cu 4000 bapor pa anja di tur descripcion ta para pa coi combustible.

Den Guerra Mundial II, e lugar di Aruba como un fuente vital di energia a worde reconoci mes ora door di Estados Unidos—y Alemania. Arubanonan a worde spiertá for di den sonjo despues di mei anochi Feb. 16, 1942 door di e atake di submarino mas critico den awanan Americano. Pero e plan Aleman, pa destrui e refinaria den luz di tanqueronan na candela, a fracasa. Maske cuatro tanquero a worde torpedia y gezink, e tironan a bera e tankinan grandi di azeta unda un tiro directo lo a causa un incendio desastroso.

Lago, trahando den anochi tras di tapanan grandi di luz, a pone 19 milion dollar den multiplicacion di produccion di combustible pa aviacion, duna servicio na un coriente continuo di bapornan di marina, percura pa mayoria necesidadnan di America Latino, y a traha uno for di cada 16 barril di gasoline di aviacion usá door di Aliadonan.

E importancia di Aruba a worde probá atrobe tempo cu Iran a nacionaliza su azeta na 1951 y refinaria di Abadan, e unico rival di Lago den tamano, a worde cerrá. E sustido di azeta na Europa a baha spantosamente. Anto Lago y plantanan mas chikito na Curacao y ariba costa Venezolano a cuminsa produci na full capacidad, tanqueronan di Oriente Mediano a worde cambiá pa servicio den Caribe y e scarcedad a worde dominá mes ora.

Stranjo, e problema chronico di awa ta promete di ser un bendicion pa mundo. Promer cu Lago a bini, e poblacion scars tabata haya awa for di algun poos di awa braak y door di awa di regenbak. Binti-cinco anja pasá e refinaria a instala un planta chikito di evaporacion pa awa pa suplementa e cantidadnan grandi cu tabata worde treci aden pa medio di tanquero for di Costa Oriental di Estados Unidos, Gulf Coast y Panama. Na intervalo segun anjanan tabata pasa, capacidad di evaporacion a worde agregá te awor cu e refinaria ta importa solamente un cantidad masha chikito di awa.

E progreso aki a apoya Aruba pa aumenta su mes produccion di awa pa medio di un planta chikito di destilacion. Awor gobierno di Aruba cu confianza ta pone 10 milion dollar den un di e promer plantanan di mundo pa refina awa di lamar ariba gran escala, cu un produccion di 2.7 milion galon pa dia, bastante pa duna awa na mas cu cuatro vez e poblacion di Aruba. Aruba lo ta e promer comunidad grandi den historia cu ta haya awa di lamar.

Loke a socede ariba e isla chikito y seco aki den un cuarto siglo ta demonstra fuerza di tur cuestion cu no tin un tal cos manera terra cu no ta sirbi; cu, si el tin un motibo pa haci asina, hende por traha un modo di bida productiva y comfortable cualkier camina bao di solo.

## Elected Representatives Party Set For April 27

All the men who have been elected as employees' representatives to serve on various committees will get together for their annual party April 27.

The place is the Golf Club, and the Committee arranging things, headed by Merl Fisk, promises a full evening of good food, entertainment, companionship, souvenirs, and a few serious moments as well.

Agusto Kelly, chairman of the Lago Commissary Advisory Committee has been selected to speak for the representatives.

Attending will be officers and board members of the following groups: Lago Employee Council, Special Problems Advisory Committee, Lago Commissary Advisory Committee, Lago Sport Park Board, Esso Heights Advisory Committee, plus district representatives and alternates, members of the press, executive committee, management staff, and the party committee.

The Committee is composed of Mr. Fisk, S. Hartwick, R. H. Vint, I. W. Thompson, M. J. Nunes, J. D. Piedmont, R. A. Wolff, M. Reyes, V. Croes, J. Hinkson, A. S. Richardson, S. C. Jones, M. E. Donata, and R. E. Mueller, secretary.

## Tennis Action



**FAST ACTION** in the Lago Sport Park Tennis Tournament now underway catches two players in the middle of a set. Competition in single and doubles for men and women are on tap for the rest of the tournament, which runs into June.

**ACCION LIHE** den e Lago Sport Park Tennis Tournament, cu awor ta worde teni, ta haya e dos hungador aki meimei di un wegá. Competicion den singles y doubles pa homber y muher ta ariba lista pa e resto di e torneo, cual lo sigui te Juni.

## SERVICE AWARDS

### 30-Year Buttons

Miss Etta Williamson Accounting  
Gabriel Arends Process  
Hendrik A. Wever Mech.-Storehouse

### 20-Year Buttons

Willemfridus J. Booi Accounting  
Henry C. B. Bennett Col. Ser.-Stewards  
Albert M. Richardson Process-LOF  
Hubert L. Leverock Process-Cracking

Bernardus Ras Process-LOF  
Jordano T. Falconi Process-Rec. & Ship

Jan F. Kock Process-LOF  
Hilario Martinus Process-LOF  
Sixtro R. Coffie Marine-Floating Equipment

Alfredo C. A. Nicolaas Marine-Floating Equipment

George A. Bennett Mech.-Pipe  
Adriaan Werleman Mech. Instrument  
Timoteo S. Boekhoudt Mech.-Carpenter

Louis E. Peterson Mech.-Instrument  
Daniel Werleman Process-Cracking  
Ambrosio Werleman Process-Rec. & Ship

James L. Hassell Process-Acid & Edeleanu

Peter O. Johnson Process-Rec. & Ship

Ruben A. Muller Process-Rec. & Ship

Carlos Vroolijk Mech.-Boiler  
Johannes Croes Mech.-Machinist

James G. Muller Mech.-Yard  
Vicente C. Figaroa Mech.-Pipe

Gabriel Henriquez Mech.-Pipe  
Miguel Jacobs Mech.-Storehouse

Juan de Cuba Mech.-Storehouse  
James A. Annamunthodo Mech.-Storehouse

Ignario Maduro Mech.-Garage  
Crismo Maduro Mech.-Carpenter

Francisco Boekhoudt Mech.-Machinist

Florian Geerman Mech.-Mason  
Gilberto Webb Mech.-Carpenter

John M. Wright Mech.-Garage  
Walter E. Deese Mech.-Masons

Laureano Geerman TSD-Lab.  
Clemente Zievinger TSD-Lab.

Julio Croes TSD-Eng.  
Juan Tromp TSD-Lab.

Johannes L. Wever TSD-Eng.  
Telmo H. Newton TSD-Lab.

Vicente R. Pataca Marine-Floating Equipment

Gerrit Lampe Marine-Floating Equipment

Pedro E. Winklaar Marine-Floating Equipment

Marcelo Kock Accounting Executive

Damian Tromp Accounting Executive

### 10-Year Buttons

Va'eriano Petrocchi Storehouse  
Cuthbert B. Aberdeen Machinist  
Ange G. N. James Pipe  
Mario A. De Pa'm Storehouse  
Joseph P. Halley Administration  
Mrs. Pearlina E. Chase Med. Cal.  
William E. Beaty, Jr. Ind. Rel.  
Andre M. Viau Esso Dining Hall  
Dr. Jacobus A. M. de Ruyter Medical  
Pedro R. Yarzagaray Accounting  
George F. van Putten Col. Serv.  
Francisco O. Ridderstaat Electrical

## Capitan Morgan ta Scirbi di Wales

Empleadonan anterior di Lago, especialmente di Departamento di Marina, lo ta contento di tende cu Captain H.L. Morgan ta tene su mes na altura di nan actividadnan. Den un reciente carta gradiciendo Compania pa mandamento di Aruba Esso News y e calendar di 1957, Captain Morgan a bisa "ta agradable pa leza tocante acontecimentonan na Aruba, tocante amigonan bieuw y e cambianon cu continuamente ta tumando lugar."

Despues el a agrega "Mi ta contento di bisa cu mi ta sintiendo basta bon aunque un poco stroba pa motibo cu mi ta sordo."

Captain Morgan su adres ta: 49 Pentre Street, Grangetown, Cardiff, South Wales, Great Britain.

## Borsch, Calvano Gordon Retire

O. T. Borsch, maintenance foreman, Process-LOF, concludes nearly 39 years of company service when he leaves Aruba at the end of this month.

Going out at the same time will be N. M. Calvano, engineer A, TSD-Engineering, with 21 years, and Harry Gordon, office supervisor-



O. Borsch



N. Calvano



H. Gordon

Storehouse, who has slightly more than 18 years service.

Mr. Borsch's career goes back to October, 1917, when he was employed by the Midwest Refining Company. Later, after military service and return to Midwest he transferred in 1921 to Standard Oil Company (Indiana), and transferred to Lago in May, 1929.

Mr. Calvano, who has spent his career in TSD-Engineering since joining the company in November, 1935, has worked as draftsman II, draftsman I, squad leader, designer and group head.

Joining Lago in September, 1938 as assistant manager, Esso Club, Mr. Gordon went in 1941 to the Storehouse as assistant material control supervisor. He was made office supervisor - Storehouse in June 1948.

## Borsch, Calvano, Gordon a Retira

O. T. Borsch, Maintenance Foreman di Process-LOF, ta termina casi 39 anja di servicio cu compania y ta bai di Aruba na fin di e luna aki.

Saliendo tambe na e mes tempo lo ta N. M. Calvano, Engineer A, di TSD-Engineering, cu 21 anja, y Harry Gordon, hefe di oficina di Storehouse, kende tin un poco mas cu 18 anja di servicio.

Sr. Borsch su carera ta bai back te October 1917 tempo cu el a worde emplea pa Midwest Refining Company. Luego, despues di servicio militar y su regreso na Midwest, el a worde transferi na 1921 pa Standard Oil Company (Indiana), y a worde transferi pa Lago na Mei 1929.

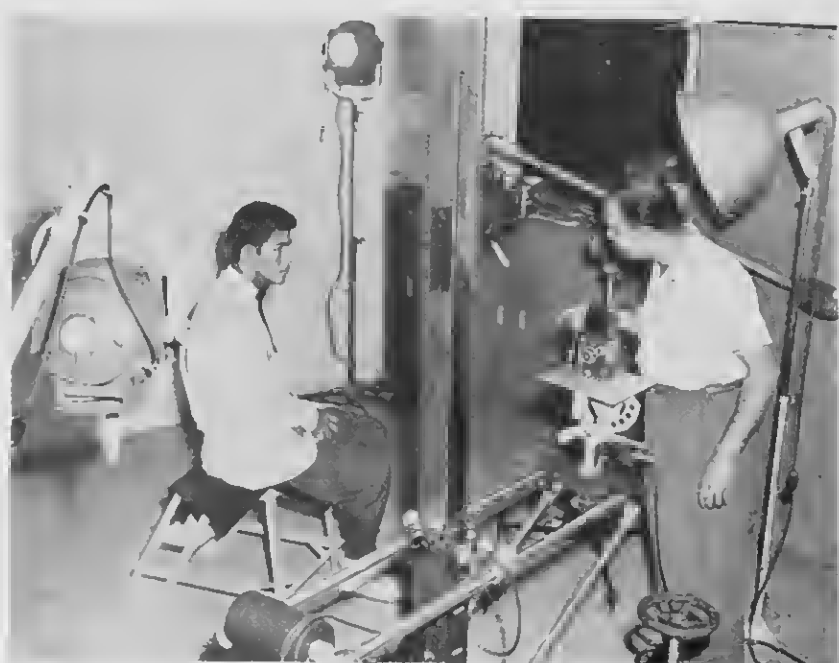
Sr. Calvano, kende a pasa su carera den TSD-Engineering desde cu el a drenta servicio di compania na November 1935, a traha como Draftsman II, Draftsman I, Squad Leader, Designer y hefe di grupo. Drentando servicio di Lago na September 1938 como gerente asistente na Esso Club, Sr. Gordon na 1941 a bai Storehouse como segundo hefe di control di material. El a worde haci hefe di oficina di Storehouse na Juni 1948.

## Safety Record

(Continued from page 1)

In honor of the occasion Saturday April 20 was declared a special safety holiday by management. Along with the self-congratulations and justifiable pride, however, came warnings from the Safety Department that achieving a record does not mean a relaxing of vigilance in the never ending struggle against injury.

The world's accident-free man-hour record for refineries is 7,506,711, set by Esso Standard Oil, Baton Rouge.



PHOTOGRAPHER NORMAN Singh does some portrait work for graduates of the Lago Vocational School. The end of their school days is drawing near, and they will be the LVS's last class.

FOTOGRAFO NORMAN Singh ta saca poco portretnan di e ganador nan di Lago Vocational School. Fin di nan dianan na school ta cercando, y nan lo ta e ultimo klas di LVS.

## Fiesta ta Worde Teni April 27

Tur e hombernan quien a worde eligi como representantenan di empleadonan - quien ta sirbi ariba e varios comitenan lo reuni hunto pa nan fiesta anual April 27.

E lugar ta e Golf Club, y e Comité reglando cosnan, cabeza door di Merl Fisk, ta prometi un anochi yena cu bon cuminda, pasatiempo, companjeronan, souvenir, y un poco momento serio tambe.

Agusto Kelly, voorzitter di e Lago Commissary Advisory Committee, a worde escogi pa papia pa e representantenan.

Presente lo ta oficialnan y miembronan di bestuur di e siguiente gruponan, Lago Employee Council, Special Problems Advisory Committee, Lago Commissary Advisory Committee, Lago Sport Park Board, Esso Heights Advisory Committee, y representantenan di distrito y nan alternadonan, miembronan di prensa, executive committee, management staff, y e comité di fiesta.

E Comité ta consisti di Sr. Fisk, S. Hartwick, R. H. Vint, J. W. Thompson, M. J. Nunes, J. D. Piedmont, R. A. Wolff, M. Reyes, M. Croes, J. Hinkson, A. S. Richardson, S. C. Jones, M. E. Donata, y R. E. Mueller, secretario.

## Brown Promoted In Marine Office

J. H. Brown III was promoted to assistant to marine manager April 1, moving up from his former post of division head, agency operations.



J. H. Brown III

1955 as division head-agency operations.

## Safety Record

(Continued di pagina 1)

un dia liber special di seguridad. Hunto cu nos pabien y orgullo justifica, sin embargo, a bini waarschuwing di Safety Department cu, haciendo un record no kier meen cu nos por stop di ta semper alerta den nos bataya sin fin contra desgracia.

E record di mundo di ora di trabao sin desgracia pa refinaria ta 7,506,711 teni door di Esso Standard Oil, Baton Rouge.

## Esso News Is World Traveler

The Aruba Esso News, like KLM, almost covers the earth.

A quick spot check of the newspaper's mailing list shows that every two weeks copies go to over 40 countries and islands all the way from Curacao to Hong Kong.

Annuitants and/or affiliates in Scotland, England, Germany, Wales, Northern Ireland, Netherlands, Belgium, France and Spain get their copies. And in the Caribbean, the news of Lago is sent to the Virgin Islands, Dominican Republic, St. Martin, St. Lucia, St. Vincent, St. Kitts, Barbados, Tobago, Grenada, Trinidad, St. Eustatius, Bonaire, Curacao, Saba, Cuba and Puerto Rico.

In South America, the Esso News goes to Mexico, Peru, Brazil, Colombia, Surinam, British Guiana, Venezuela, Argentina, and Panama. In the Far East, Hong Kong sees a copy.

In the hotter regions there are readers in Tunisia, Saudi Arabia, and Iran.

Copies go as well, of course, to the United States and Canada, and there is at least one reader in Jersey... not New Jersey, but the island of Jersey in the English Channel.

## SPAC Re-Elects Three Officers

All three officers of the Special Problems Advisory Committee were re-elected at the Committee's first caucus after last month's election.

Max Croes stayed as chairman, R. E. Frank, vice chairman, and G. V. Roos, secretary.

Representing management at the meeting were General Manager W. A. Murray and General Superintendent F. W. Switzer.

## SPAC ta Re-Eligi Tres Oficialnan

Tur tres oficial di Special Problems Advisory Committee a worde re-eligi na promer reunion di e Comité despues di e eleccion di luna pasá.

Max Croes a keda como presidente, R. E. Frank, vice-presidente, y G. V. Roos, secretario.

Representando directiva na e reunion tabata Gerente General W. A. Murray y Superintendente General F. W. Switzer.

### Ramon Arrow

Ramon M. Arrow, levelman in the Utilities Department, drowned April 13 while fishing off No. 2 Powerhouse.

He had over 17 years of service at the time of his death, and is survived by a sister and a daughter.





JUAN MADURO ends his Lago days when his fellow-workers present him with a retirement gift. He retired with nearly 20 years of service last month.

JUAN MADURO a caba su dianoan na Lago ora su companjeronan di trabao a presente'le cu un regalo di retiro. El a retira cu casi 20 anja di servicio laat luna pasá.

## Bida a Bordo di un Supertanker Describi

Bida abordo di un Supertanker ta parce hopi na bida na tera, excepto pa algun punto chikito, manera lama, horcan, y humamento solamente den cierto lugarnan.

Esaki ta e conclusion duná door di Arthur Baum, editor asociá di e revista lezá extensivamente "Saturday Evening Post", den un articulo di e revista ey di fecha Maart 16 entitulá "Mi a barca arbi un Supertanker." E bapor bao discusion, e 27,000-ton Esso Huntington, ta un visitante regular di Lago.

Sr. Baum ta seirbi tocante e viahe di e bapor for di Baton Rouge, unda nan a tuma abordo un carga di crudo liher, pa Baltimore na Chesapeake Bay unda e carga a worde entregá. Captan di Esso Huntington pa e viahe tahata Captain Hubert L. Hassell di Saba, "un figura delegá y largo" kende a bai for di su isla natal 46 anja pasá.

"E captan", segun revista Post, "ta exactamente lo contrario di e captan gritador y furioso den novelanan di lama. Ora el ta haci su paseo di inspeccion di tur dia, el ta inclina su cabez y ta sonrei suavemente cu e tripulantenan y si tin senjal di negligencia cualkier parti,

el ta warda y tristemente ta notifica e oficial concerna despues den su camarote."

Halto mei-mei ariba e bapor e curazon, alma y sentiran di e bapor ta unda e captan ta keda. E brug, conocí como "Castillo di Hassell", ta e cuarto di operacion pa e viahe.

E articulo ta cubri hopi di e hombernan cu ta forma e empleadonan cu hopi viahe y servicio largo, mayoria di nan cu ta gusta lama. Esakinan ta Promer Oficial Rolf Clausen, Segundo Ingeniero Asistente Donald Johnson, Hefe di Ingeniero Walter Gilliam, Promer Ingeniero Asistente; uno ta di Norwega, un otro ta di Maine, otro di Oregon y un otro di Pennsylvania, pero tur ta marineru.

Bida abordo di tanker ta bida ge-woon ariba bapor, excepto pa e enorme senjalnan abordo "Ta Prohibi Pa Huma". Autor Baum ta bisa cu e borchinan ey tin e letternan mas grandi abordo. Trabao di mantencion ta sigui y pa marineronan cu ta liber tin un "wega di poker cu interrupcion pero hungá tur dia cu apuesto abao," pa cual tur miembro di tripulacion ta bonbini. Recreacion ta inclui, fuera di wega di carta, radio y avor tambe television. Scirbimento di carta ta popular, pero e mayor pasatiempo ta rumores tocante otro bapornan, amigonan ahordo, nan cas y baimento cu pension.

Lezadornan di Saturday Evening Post pa medio di e articulo aki awor tin un mehor idea di un parti chikito di negocio di azeta; e trabao di Esso Huntington y otro bapornan di mes clase no a pasa sin worde observa.

## CYI Tin un Luna Grandi

Ora e cahero registrador di e Shoko di CYI a stop di zona na Januari, e cahallero ey y trahadornan di Lago a combina nan esfuerso pa duná un principio asombroso na e anja 1957. Exactamente 100 premio a worde duná, cual tahata e cantidad mas grandi cu a yega di worde registrá den un solo luna. Nan tur hunto a suma Fls. 4,835.00.

Un gran parti di e placa aki, Fls. 1750 pa ser mas exacto, a bai pa E. Trimon, levelman den Cracking Plant, como un premio suplemental pa su idea pa instala linja di fuel oil banda di e linja di pitch na "hurner header".

## Cambionan

(Continúa di pagina 7)

promer cu el a worde promovi na April 1945 pa comptometer operator. Cuatro anja despues el a bira tabulating machine operator, na April 1951, group head, general accounting. El a bira utility clerk na April 1955.

Un carera cu a cuminsa na Januari 1939 a mira Sr. Geerman traha como mensajero, office boy, apprentice typist, apprentice clerk y comptometer operator. Na September 1944 el a bira klerk y na Januari 1951 assistant paymaster, semi-monthly payroll. El a worde promovi pa paymaster na Juni anja pasá.

Sr. Kalloo a traha den Instrument Craft, Process-Lah, y TSD-Process promer cu el a transferi pa Accounting Department na November 1954 como senior operations clerk. Na Juli el a bira head operations analysis clerk. El a cuminsa traha cu compania na Augustus 1936.

Sr. Sloterdijk, cuminzando su servicio cu Lago na Maart 1941, a traha den varios posicion den Marine Office, Personnel Department, y Colony Service promer cu el a transferi pa Accounting Department na Februari 1943. El a traha aya como apprentice typist, clerk y teller. Na October 1953 el a worde promovi pa section head, Printing Plant, y pa group head, Printing & Duplicating na Augustus 1955.

Diez-dos anja di servicio cu Lago pa Sr. Tong a cuminsa na October 1944 tempo cu el tabata junior clerk. Den e anjanan cu a sigui el a traha como shipping clerk, yield clerk y process accounting clerk, promer cu su promocion pa head yield clerk na October 1955.

Cuminzando na October 1942 como apprentice typist den Utilities, Sr. Towon a traha tambe como clerk promer cu el a transferi pa Accounting Department na December 1943. El a traha como apprentice clerk y intermediate clerk promer cu el a bira "accounts receivable" clerk na April 1946. Mas laat den anja el a bira "ships disbursements" clerk. Sr. Towon a worde promovi na September anja pasá pa senior attest clerk.

Sr. Vieira a traha den Process como process helper y fireman pa varios luna despues cu el a bini traha cu Lago na November 1941 y despues el a transferi pa Accounting Department como apprentice clerk. El a traha como intermediate clerk y payroll clerk, y na Juni 1945 el a worde promovi pa assistant paymaster. Na Augustus 1954 el a bira paymaster, semi-monthly payroll, y a pasa pa e mes ocupacion den monthly payroll na Juni anja pasá.

Sr. de Vries kende tin mas di 19 anja di servicio cu compania, a cuminsa como junior clerk na April 1937 den Accounting Department. Na Juli 1943 el a bira intermediate clerk I, y dos anja despues, senior distribution clerk. Un promocion pa head distribution clerk a bini na September 1949.

## Magazine Hero

(Continued from page 1)

known as "Hassell's Castle" is the operating room of the voyage.

The article deals with many of the men who make the trip, long time employees, most of them, who love the sea. There is Chief Officer Rolf Clausen, second Assistant Engineer Donald Johnson, Chief Engineer Walter Gilliam, first assistant engineer; one is from Norway, one is from Maine, one from Oregon and one from Pennsylvania.

Tanker life is ordinary ship life, except for the huge No Smoking signs on deck. Author Baum says that those signs are the biggest printing aboard. Maintenance goes on, and for off-duty men there is an "intermittent but eternal low-stakes poker game," to which any crew member is welcome. Entertainment includes, in addition to cards, radio, and now, television. Letter-writing is popular, but the biggest time passer is gossip, talk about sister ships, and pals aboard them, home and retirement.

## Schedules For Two Seminars Announced

Schedules for two seminars this summer have been announced by the Seminar Committee.

Creative Thinking, led by Charles A. Clark of the Ethyl Corporation will be scheduled for four groups:

Group 1: begins June 11, ends July 4. Classes Tuesdays and Thursday, 4:15 to 6:15 p.m.

Group 2: begins June 11, ends July 4. Classes Tuesdays and Thursdays 7:30 to 9:30 p.m.

Group 3: begins June 12, ends July 5. Classes Wednesdays and Fridays, 4:15 to 6:15 p.m.

Group 5: begins June 12, ends July 5. Classes Wednesdays and Fridays, 7:30 to 9:30 p.m.

Applications for enrollment for this course will be available on

May 1 at the Training Division, (Room 23), at the Reception Center, the Main Gate and Gates 6 and 8. They must be returned to W. H. Meskill, Room 2, BQ 2 by May 15. Classes will be limited to 16 persons each; applicants may list their choice of groups.

The second summer seminar is Human Relations, a follow-up of the 1955 Human Relations Seminar. The leader will be Professor Robert Blake, University of Texas. This will be divided into two groups.

Group 1 will start July 8 and run through July 31, classes from 7:30 to 9:30 p.m. on Mondays and Wednesdays.

Group 2 starts July 9 and continues to August 1. Classes will be held on Tuesdays and Thursdays from 7:30 to 9:30 p.m.

## Sr. Motorista:

## Esaki Por Tabata Bo!

Esaki ta un storia berdad contá na Walter Froehlich, un periodista di Buffalo (New York) Courier Express, door di un homber kende su auto a cabi di mata un mucha.

Nan a puntra mi si mi a mira e mucha? Si, mi a mire'le. Y t'e ta loke mi a keda mira desde e ora. Mi a mire'le. Pero tabata mucha laat pa para. Mi tabata di ultimo cu a mire'le na bida. Y di promer cu a mira su curpa sin bida bentá ariha asfalt — algun centimetro dilanti bumper di mi auto.

Si, ami ta e homber cu avor nan ta yama chofer matador. Mi ta donjo di e auto cu boso a mira su portret den corant. Y toch, mil vez mas liher mi ta desea cu mi tabata e victima y no esun cu a mate'le. Pasobra el a muri un vez sol, pero ya ami a muri como mil vez despues.

Mi a mire'le sali for di mei-mei di dos auto. El tabata waak pa otro banda. Pero toch su pasonan a trece'le den mi camina. Mi a pitra. Mi a dal brake. Mi a tende e tirenán canta. Y despues e golpe. Mi a mira su curpa chikito bai laria y cai plat abao net ora mi wiel tabata na punto pa pasa ariba dje.

Mi a haha y saak cerca dje. "Yama un ambulance," mi a grita. "Líher." Mi a mira e multitud di hendenan yegando. Tur tabata waak e mucha. Y despues waak mi.

Despues a bini poliz y despues doctor. Promer el a waak e cara y bulto na sanger, luego el a kita su cara y sagudi cabez. Y anto mi a mira e ansiá di un homber — e tata — y mi a tende sciamamento di un mama afligi — ta com mi por lubida.

Y ora e enscena a pasa y mi a duna declaracion na warda y poliznan a laga mi bai, mi tabata solitario y di repente mi a realiza loke en realidad mi a haci.

"Esy por socede cu cualkier di nos," un stem tras di mi a bisa. Mi a sinti e man consolador di un poliz. "Bo no tabata corre duro, bo no tabata haci nada contra ley. Nos a prefera di no traha proces-verbaal y tampoco tabatin un testigo cu a duna testimonio contra bo. E mucha tabata su sol ta dwaal den cayanar y bo no a haci nada cu ta peligroso of malo."

Si, mi tin aseguro. Pero kende por paga pa un bida? Lo mi bishita e mayornan? Of percura pa entierro di e mucha? Of haci manera nada a pasa, ignora henter e tristeza? E tata, of mama, lo carga odio contra mi? Un sentimiento di culpa moral ta descende ariba mi. E ta un castigo duro pa e chofer y ta duna'le miedu di enfrente e mayornan of e mucha morto of cualkier hende.

Duele solamente no por limpia mi consenshi. Y mi ta duda si ni mi amigonan por comprende. Mi no tabata sin cuidao, asina poliz a bisa. Mi tabata actua segun ley. Pero toch, mi consenshi ta biba hunto cu mi y ami cu ne. Y, pensando cu podiser un tiki mas atencion di mi parti por a evita esaki, lo keda recorre mi pensamiento cada ora cu lo mi biba. Y ningun hende por libra mi di esaki.



## Esso News den Henter Mundo

Aruba Esso News, mescos cu KLM, ta cubri henter mundo.

Un vistazo liher ariba e lista di direccionnan pa kende e corant ta bai ta muntra cu cada dos siman copianan ta worde mandá pa mas cu 40 país y isla for di Curacao te Hong Kong.

Anuitante of afiliadonan na Schotland, Inglaterra, Alemania, Wales, Irlanda Norte, Holanda, Belgica, Francia, y Spanja ta haya nan copia. Y den Caribe e noticia di Lago ta worde mandá pa Virgin Islands, Republica Dominicana, St. Maarten, St. Lucia, St. Vincent, St. Kitts, Barbados, Tohago, Grenada, Trinidad, St. Eustatius, Bonaire, Curaçao, Cuba y Puerto Rico.

Na Sur America, Esso News ta bai pa Mexico, Peru, Brazil, Colombia, Surinam, Guyana Ingles, Venezuela, Argentina y Panama. Den Lejano Oriente tin copia ta yega te Hong Kong.

Den e regionan mas calor tin lectores na Tunesia, Saudi Arabia y Iran.

Copianan ta bai tambe, naturalmente, pa Estados Unidos y Canada, y tin a lo menos un lector na Jersey... no New Jersey, pero isla di Jersey den Canal Ingles.